

THE MIMIC WAR PLANS

Land Forces at Portland Ready to Resist Fleet's Attack.

TWO ELECTRIC PLANTS BUILT.

Particular Attention Paid to Powerful Search and Illuminating Lights—Signal Corps Will Keep a Sharp Lookout—Army Officers on Duty Fear That Rear Admiral Barker Will Creep in Under Cover of Fog.

"We are ready and waiting," said Brigadier General George L. Gillespie, chief of engineers, who has recently returned from an inspection of the defenses of Portland, Me., which will be the point of attack of the hostile force under Rear Admiral Albert S. Barker in the combined army and navy maneuvers, beginning Aug. 23, says the Washington correspondent of the New York Herald.

General Gillespie spent several days in the vicinity of Portland and at headquarters, inspecting every detail of the defense.

"I found the men working enthusiastically," continued the general, "and everything in fine shape. Last year we were working right up to the time the maneuvers opened; but, getting an earlier start this time, we find ourselves ready and waiting for the enemy. Two power houses have been constructed at Portland for the generating of all the electric power needed in the various electrical devices used in the forts that defend Portland. This has put us to some expense, but it will prove of permanent benefit to the army post there.

"Every gun in Fort McKinley, Fort Levee and Williams has been put in excellent condition and inspected by the ordnance officers. The board of submarine defense has come all the way from its headquarters at Willet's Point, N. Y., to superintend personally the installation of the submarine defenses."

Entirely to the board of submarine defense has been left the mining of the three channels leading to Portland. Even to Brigadier General Wallace Randolph, chief of artillery, the board has not disclosed the number or location of the mines to be placed in the channels, and on both these points the greatest possible secrecy is being observed that the enemy may not be able to avoid the mines in the approaches should he successfully elude the guns of the outlying forts and get close into the harbor. It is known, however, that several important improvements have been made since last year in the connection of the mines with the proper stations on shore. In the concealment of their location also the authorities have been more successful.

Important will be the work of the search light in the defense of Portland. General Gillespie has ordered installed in the vicinity of the city twelve enormous lights, with the aid of which the watchers on shore can easily pick up a vessel away out at sea. Last year the search lights were not altogether a success, and the result of their employment in the defense project this year will be watched in engineering circles with keen interest. The trouble with the search lights last year, according to naval officers, was that they were not properly managed. Extreme precautions will be taken in the coming maneuvers to prevent the crossing of the various search lights and the consequent destruction of their usefulness.

Two kinds of lights will be in use, the searching and illuminating lights. The former are considerably more powerful than the latter. The searching lights have been constructed well inside the line of defense and so distributed as to cover every avenue of approach to Portland and give the proper authorities there as soon as possible the news of Rear Admiral Barker's fleet.

During the day it is ordered that all search lights shall effectively be hidden from view, but that they shall be located as near the shore line as possible. The illuminating lights shall be hidden while the searching lights are in operation. Special effort will be made to avoid the crossing of the beams of light from the search lights, which results in the creation of a dark angle. When this beam comes between the gun and its target the latter is hidden.

The illuminating lights installed will be used to light up the advanced or distant flank positions and in illuminating the mine fields. On the inner line of defense will be placed reserve lights which may come in well in the event of interruption of communication with the more advanced searching lights. In installing the searching lights an effort will be made to give them a high position and one near the shore line.

What army officers on duty in the defense district dread, however, is a fog or thick mist at night, when Rear Admiral Barker would have an excellent opportunity to make a dash for Portland. The signal corps will have stations in the vicinity of Portland and elsewhere along the New England coast, where a sharp lookout will be kept for a sight of the enemy. Co-operating with the signal corps will be the weather bureau and the lighthouse service, and observers at the various stations on the New England coast, as well as the lighthouse keepers, will be instructed to watch out for sight or news of the hostile fleet.

Wireless telegraph stations are being established on shore, and these, together with the telegraph and telephone systems, will be used to acquaint the headquarters of the defense force at Portland with all news relating to the enemy.

AUTHOR'S NARROW ESCAPE.

Alfred Henry Lewis' Daring Leap Into Door of Speeding Train.

The famous author of "Peggy O'Neal," Alfred Henry Lewis, recently returned to New York from a visit to his Philadelphia publisher, Mr. A. J. Drexel Biddle. During his sojourn in Philadelphia Mr. Lewis was feted at various of the prominent clubs and was interviewed wherever he went. The most notable occasion of Mr. Lewis' visit was a large dinner in his honor by Mr. and Mrs. A. J. Drexel Biddle at their country home at Villanova, says the Philadelphia Press.

It was at the conclusion of his visit that Mr. Lewis had a miraculous escape from death. He and his publisher had a narrow margin of time in which to make the train at Villanova station for Philadelphia. As they approached the station the train was already there and about to move off. Mr. Lewis boarded the train while Mr. Biddle hurriedly arranged for the checking of his trunk to New York. Biddle stopped on the train from the opposite side as it started, and Lewis, not having seen Biddle get aboard, jumped off the train, which was now going at a pretty fair speed.

Biddle then discovered Lewis standing on the platform, whereupon he sprang from the car, but Lewis had already another thought in his mind. The train was going at a great rate of speed as Biddle jumped from it to find that Lewis had started on a mad rush for the baggage car. With a tremendous leap Lewis shot some four feet into the air and landed half way into the opening through which the baggage is received.

The publisher, expecting to see his friend dashed to pieces, tore along to save him, but Lewis meanwhile drew himself into the car with the greatest ease, looking around to see if Biddle followed. The conductor said that Lewis had run nine chances out of ten of falling under the train and being instantly killed. As the last car shot by, Biddle made a great leap for the rear platform and clambered aboard.

Lewis was as cool as a cucumber after one of his daily foibles, and a crowd of passengers who recognized the famous author gathered around him admiringly.

NEW CORNELL FIELD.

Ithaca to Have Extensive Athletic Grounds on College Campus.

Work will be begun on Cornell's new athletic field at Ithaca, N. Y., on Sept. 15. This decision was reached at the recent meeting of the committee in charge of the athletic fund, when it was announced by G. W. Bason of New York, chairman of the committee, that \$45,000 had already been subscribed and that \$10,000 would be available on Sept. 15, says the New York Commercial Advertiser.

The plans for the new field include more than a mere football gridiron, a diamond and a track. A large playground will be constructed where students not interested in regular athletics may secure outdoor exercise. The new field will be directly east of the veterinary college, on a portion of the present university farm. It will cover an area of fifty-five acres, twenty of which will be devoted to a university playground and the rest to a varsity athletic field.

The playground must be finished first. This was the condition upon which the board of trustees of the university granted the land to the field committee. It will be laid out with tennis courts, baseball diamonds and the like. By its agreement with the board of trustees the field committee will not expend less than \$20,000 on this portion of the field.

The athletic field proper will cover thirty-five acres and will be some ten or twelve feet above the level of the playground. Its baseball diamond and its gridiron will be separate. The running track will be a half mile in length. The grand stand will be constructed of steel, and the general equipment of the field will be as fine as that of any college in the United States. With subscriptions turned into cash, as agreed, the work, costing in all some \$80,000, will be completed in two years.

BABY NAMED FOR THE POPE.

Parents of Arthur Sarto Picking of Bloomfield, N. J., Are Protestants.

Probably the first child in the country to be named in honor of Pope Pius X. is the son of Mr. and Mrs. Arthur S. Picking of Bloomfield, N. J., says the New York Times. He was born on the day of the new pope's election.

The parents of the child are Protestants, and little Arthur Sarto Picking will be christened in the Protestant Episcopal church, of which the child's father is a communicant. Mr. Picking is a member of the Bloomfield board of trade, chairman of the Second Ward Republican club and a member of the Possum club of Bloomfield.

A Wyoming Mound.

In Wyoming is a mound of rock and earth standing alone in the middle of a plain called Church butte. It is of most fantastic shape and looks in the distance like the ruins of some grand old cathedral.



Cured Mrs. A. C. Wagner, 231 Belmont street, Everett, Mass., of extreme nervousness and severe headaches when everything else failed to do her a bit of good. Quinona's cures are wonderful. All druggists sell it.

ANECDOTES OF MILES.

How the General Indulged in a Practical Joke.

FELLOW OFFICER THE VICTIM

Amusing Incident on One of the Western Trips of the Former Commander in Chief Related by an Army Man—Clever Coup Executed by Miles on a Train.

Although it is generally understood that the sense of humor of General Miles, who has just been retired from the United States army, is not sufficiently developed even to enable him to hold a position on Punch, a story is told of him which would indicate that under provocation he can indulge in a sportive practical joke, says the Washington correspondent of the New York Tribune. "The incident," said an army man, "is accepted by some of us as an explanation of some of the friction between General Miles and his colleagues which years of association have developed."

"A number of years ago Miles, who is a big man physically, and another well known general, clean shaven and of small stature, were detailed to report to a western garrison. As the incident which I am about to relate has never been forgiven by the small general, who still bristles at suggestion of the indignity he suffered, I shall omit his name."

"To this companion of Miles was assigned the duty of arranging for berths on the Pullman car. The two generals then were friends, but each took pleasure in getting the better of the other, all with apparent good nature. Whether there was conscious or unconscious jealousy at the bottom of their amiable conflicts I do not know."

"On this western trip the small general selected the lower of two available berths for himself. When Miles found that he had to climb to the top bunk he protested, saying that his much as he was by far the bigger of the two he should have had the lower berth. But the other general was inflexible, and Miles had to climb laboriously into the unwelcome port."

"Down below the triumphant general chuckled, while the notes from the upper berth, where Miles was trying to adjust himself for the night's sleep, could by no means have been mistaken for a vesper service."

"By midnight the Pullman's disposition of snoring indicated peace. Suddenly an uproar disturbed the sleepers. The trouble was between a very insistent woman who had boarded the train at a town in western Pennsylvania and the porter."

"General Miles pushed aside the curtains. 'Madam,' he roared, 'what in heaven's name is the matter?'"

"'Matter!' she repeated. 'I arranged by telegraph for a berth in this car, and the porter tells me that two army men have not accommodations and that I must sit up.'"

"'That's all right, madam,' replied Miles. 'I can arrange matters for you. My little boy is occupying the berth under me, and you can turn in with him.'"

"The excited woman calmed down, expressed her thanks and proceeded to make ready for the night. At this juncture the little general was awakened."

"There now, little boy," said the woman, detecting signs of uneasiness in the darkness, "don't make any noise. Your father told me to sleep here."

"What does this mean?" exclaimed the now thoroughly aroused and wrathful little general.

"The woman repeated her instructions. 'Madam,' came the voice from the lower berth. 'I am General X, of the United States army, and I command you instantly.'"

"He never finished his stern order. With a shriek the woman snatched her belongings and fled to some remote part of the train. But while the rest of the awakened and convulsed occupants enjoyed the performance, there ensued a colloquy between the general and Miles that was suggestive of a field of carnage. The little man could not be mollified. He swore vendetta against Miles, and the enmity has increased with years."

General Miles has proved himself a strategist in more ways than one, but he never more clearly showed the true soldier spirit than by a clever coup he executed on a train between Washington and New York the other day. On taking his seat in the chair car he found himself in close proximity to a young woman whose family had long been on terms of intimacy with his own and a young man to whom had been confided the pleasant duty of acting as her escort. The gallant general immediately entered into conversation with the woman. The day was hot and the escort had lost much sleep the night before, so that soon after the train pulled out of the Baltimore station the young man was nodding.

A waiter announced dinner "in the dining car ahead," but the young man slept on, apparently lulled by the constant flow of the general's conversation and the rhythm of the train. That was the general's opportunity. He invited the young woman to dinner and she accepted. When the general and his fair partner returned, the escort still slept, nor did he awaken until after the dining car had been detached. When he ascertained that he was too late for dinner he apologized profusely, but the general and his fair partner in the deception only smiled, and the ravenous young fellow could not understand why his fair friend was not as hungry as himself when he reached New York.

At the Club

Coffee comes to a clubman as a delightful companion—a necessary part of his social life. If its taste offends him he has no more use for it than he would have for a poor cigar. Those who appreciate a fragrant and delicious beverage should try

Ubero Selected Coffee

A pure Mexican product, put up in 1 lb. air-tight cans (never in bulk), and sold to you by all leading grocers at 35 cents a pound. Ask your grocer for UBERO.

THE CONSOLIDATED UBERO PLANTATIONS CO.

Growers and Roasters, 36-38 Fulton Street, Boston.

CARNEGIE AND FRICK.

Work Done by the Latter For the Steel Company.

VICTOR OF HOMESTEAD STRIKE.

James Howard Bridge, in Describing the Carnegie Steel Company's History, Draws a Strong Contrast Between the Owner of Skibo Castle and His Former Business Associates.

"No great business has yet been built upon the beatitudes, and it is not a cynicism that condemns a negative declaration into a positive exhortation to be successful—somehow."

The above is from the introduction prepared for the "History of the Carnegie Steel Company" by its author, James Howard Bridge, who was born in England forty-five years ago, says the New York Herald.

He was for a time private secretary to Herbert Spencer and has written much on subjects connected with the study of political economy. Mr. Bridge assisted Andrew Carnegie materially in the preparation of his book "Triumph of Democracy."

PLEASED TO DO IT.

Barre Citizens Gladly Speak Publicly On This Subject.

A public statement. Given to the public for the public good. A citizen's experience. Truthfully told for humanity's sake. Should find ready appreciation. Bare people are pleased to do it. Pleased to tell their friends and neighbors.

Tell them about the "little conqueror." The good deeds of Doan's Kidney Pills. Are spreading over the city. Lifting burdens from aching backs. Curing the pains of Kidney ills. Read the proof in a Barre man's words.

Joseph Barre, stone cutter, Grantville, says: "I do not want the residents of Barre or anywhere this paper circulates to think that Doan's Kidney Pills, sold at E. A. Doan's drug store, absolutely cured me of kidney complaint, but I want them to thoroughly understand that in all my experience with medicine and prescriptions said to cure disordered kidneys, I never received anything like the assistance I obtained from Doan's Kidney Pills."

I tried so many different remedies and obtained so little success that it was only after they were strongly recommended to me by a friend who had been cured of a similar case to me that I commenced the treatment. My back grew stronger, my general health better, and unless I brought any exertion on the muscles of the loins I did not feel the continual lameness and aching. This, to a man who has given up all expectations of ever being helped by the use of medicine, is of considerable value and greatly appreciated."

For sale by A. J. Doan's, Price 50 cents. Foster-McBarn Co., Buffalo, N. Y. Sole agents for the United States. Remember the name—Doan's—and take no substitute.

The work, in most elaborate style, has recently been brought out for private circulation by the Aldine Book company. If it is a labor of love it is made certain that Mr. Andrew Carnegie is not the sole object of Mr. Bridge's affections.

Throughout some 370 octavo pages the theme runs along without variation—"the successful, somehow"—and in its application to Mr. Carnegie some very unpleasant material is presented. The action of the transgressor toward his associates, particularly Mr. H. C. Frick, through whom, as the work says, "success was achieved, somehow," discloses some curious ideas of business morality.

Wall street has experienced a veritable sensation in the appearance of Mr. Bridge's book. Copies of it have appeared on the tables of banks and bankers' offices from quarters unknown. It is a book which must have cost thousands of dollars to prepare, full of levity and bound, made of beautiful Japanese paper, copiously illustrated with photographic plates, all in the highest style of the printer's art. The first edition is said to have been limited to fifty copies at \$100 each, and a second edition de luxe to 450 copies at a cost of about \$25.

To find such rare and beautiful books in some cases donations has surprised even Wall street bankers. Surprise has given way to amusement as in turning its pages the readers have found all sorts of sensations starting them in the face. The innermost secrets of the Carnegie Steel company stand revealed to the light of day.

In the history of the Carnegie Steel company one may read Mr. Schwab's statement that steel rails could be produced at \$12 a ton at a time they were costing the consumer \$28. One may read of a division of profits running as high as 88 per cent to the members of the Carnegie association.

Mr. Bridge, the author of the book, was once private secretary to Mr. Carnegie. That he writes with a strong bias appears evident from the very introduction. In telling of his search for material he says, "I found Andrew Carnegie's own narrative the least trustworthy of all." He follows this up with a dedication: "To recall their forgotten services this history of a great business is dedicated to the memory of the men who founded it, saved it from early disaster and won its first successes."

Mr. Andrew Carnegie's name is not included in this list.

Mr. Bridge's history of the Carnegie company dates back to 1858, when Andrew Kloman started a small forge at Girty's run, in Millvale, Duquesne borough, Allegheny. He traces the company step by step down to the time when it passed to the United States Steel corporation.

Great credit is given by the author to Mr. Frick for his work in the Carnegie company. As to the growth of the company's earnings in later years and until preceding its absorption, the following is the result:

Net profits of the Carnegie associations, Carnegie Bros. & Co., limited (to 1892).

Carnegie, Philip & Co., limited (to 1892)			
and the Carnegie Steel company, limited (from July, 1892)			
1892	\$3,540,000	1893	\$5,000,000
1894	5,260,000	1895	5,940,000
1896	4,200,000	1897	7,000,000
1898	4,000,000	1899	11,500,000
1900	3,000,000	1901	11,500,000
1902	5,000,000		
Plus \$4,500,000 reinvested.			

The work done by Mr. Frick during the Homestead strike forms an important part of the work. The author draws a strong contrast between Mr. Frick, whom he describes as fighting the battle for the company beset by assassins, harassed by political influences and the like, while Mr. Carnegie is fishing for salmon or playing golf at Skibo castle. As a result of the strike, the credit of winning which is given to Mr. Frick, the work says:

It is believed by the Carnegie officials, and with some show of reason, that this magnificent record was to a great extent made possible by the company's victory at Homestead. From that time on the firm profited by the heavy investments it had made in labor saving machinery, and costs of steel were so low that one year when the Carnegie made over \$4,000,000 their chief competitor, the Illinois Steel company, had a year of \$3,000,000 loss. The following year the Carnegie made over \$5,000,000, while the Illinois company made only \$200,000. By 1902 the cost of steel rails on cars at the Bessemer mill was only \$12 a gross ton.

Every detail of the bitter quarrel between Mr. Carnegie on the one hand and Mr. Henry Phipps and Mr. H. C. Frick on the other is spread out for public view backed by documentary evidence, copies of confidential documents, trade secrets, cost of production and the like.

Remedy For Burns.

Take equal parts of olive oil and cold water, beat them to a cream and apply to the burn on a piece of soft oil linen. Change the dressing as soon as it becomes dry.



Give the young folks all they want of it! The cost is next to nothing—two cents a quart—and the more Williams' Root Beer they drink in hot weather the healthier and happier they will be. Its roots and herbs are nature's tonic; they cool, refresh and strengthen the whole system. It's a delicious, and that such a satisfying drink can be made without alcohol is a grand thing for the temperance cause. A few bottles kept on the ice will be worth their weight in gold during the warm season.

Insist on having Williams' and only Williams'.

WILLIAMS & CARLETON CO., Hingham, Conn., Makers of Williams' Flaming Elixirs.